

ORIGINAL

Decision No. 88490 FEB 7 1978

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation for the purpose of considering and determining minimum rates for transportation of livestock and related items statewide as provided in Minimum Rate Tariff 3-A and the revisions or reissues thereof.

Case No. 5433
Petition for Modification No. 66
(Filed April 7, 1977;
amended August 31, 1977 and November 14, 1977)

Richard W. Smith, Attorney at Law, for California Trucking Association, petitioner.
Ralph Hubbard, for California Farm Bureau Federation, interested party.
John Lemke and George H. Morrison, for the Commission staff.

OPINION

Minimum Rate Tariff 3-A (MRT 3-A) contains minimum rates for the statewide transportation of livestock by highway carriers. By this petition, as amended, California Trucking Association (CTA) seeks increases of approximately 15 percent. CTA also requests that the tariff be updated by the adoption of Distance Table 8 for determination of mileages.

By Decision No. 87628 dated July 19, 1977, the rates and charges in MRT 3-A were increased by 4.7 percent effective July 30, 1977. The decision also made MRT 3-A subject to the provisions of Distance Table 8 for determination of mileages. Public hearing for the receipt of evidence relative to the final disposition of Petition 66 was held before Administrative Law Judge O'Leary at San Francisco, on December 19, 1977 at which time the matter was submitted.

Prior to Decision No. 87628, the rates and charges in MRT 3-A were last adjusted on May 1, 1976 pursuant to Decision No. 85704 dated April 20, 1976.

Cost studies were submitted by petitioner and the staff, Exhibits 1 and 3 respectively, wherein the historical cost data of record have been revised to reflect increased costs as of February 1, 1978. The exhibits disclose increases in labor and running costs as follows:

1. An increase in the basic hourly wage of \$0.60 per hour.
2. An increase in the employer's contribution to the health and welfare fund of \$475.50 per man per year.
3. An increase in the taxable wages for the FICA contribution from \$15,300 to a new level of \$17,700.
4. An increase in the taxable wages for the FUI contribution from \$4,200 to a new level of \$6,000, and an increase in the FUI rate from 0.5 percent to 0.7 percent.
5. An increase in the Compensation Insurance resulting in a new manual rate for Class 7219 of \$10.38 per \$100 of wages.
6. An increase of 6.2 cents per gallon for diesel fuel.
7. An increase of approximately \$3,000 in equipment investment to reflect 1977 costs.

The aforementioned increases were incorporated into the basic cost study underlying MRT 3-A rates. The staff cost witness computed the resulting revised costs employing three established offset methods for adjusting indirect expenses (wage (cost) offset, wage offset, and direct wage offset as established in Decision No. 76353-70 CPUC 277). The staff recommends increases based on the direct wage offset procedure. The staff's recommended increased

rates and charges utilizing the direct wage offset procedure are set forth in Exhibit 4. CTA urges the adoption of its rate proposal (Exhibit 2) which is based on the wage cost offset procedure. A comparison of the additional annual revenues anticipated by the staff and CTA under their rate proposals is:

	Current MRT 3-A Estimated Annual Rate of Earnings *	Avg. % Increase	Estimated Amt. of Annual Increased Revenue
CTA	\$14,521,240	15.3	\$2,221,750
Staff	14,521,240	12.9	1,873,240
Difference CTA vs. Staff			\$ 348,510

* Does not include 4.7% surcharge authorized by Decision No. 87628.

The staff's use of the direct wage offset procedure in this proceeding is appropriate and should be adopted.
Findings

1. Prior to Decision No. 87628 which authorized an interim increase of 4.7 percent the minimum rates for the transportation of livestock named in MRT 3-A were last revised and adjusted generally on May 1, 1976 pursuant to Decision No. 85704 dated April 20, 1976.
2. Since the minimum livestock rates were last reviewed and generally adjusted, livestock carriers governed by the provisions of MRT 3-A have incurred further increases in labor costs, allied payroll expenses, fuel expenses, and equipment investment expense.
3. Petitioner seeks an increase based on the wage cost offset procedure which would approximate 15.3 percent, an increase in annual revenue of \$2,221,750.
4. The Commission's Transportation Division staff recommends an increase based upon the direct wage offset procedure which would approximate 12.9 percent, an increase in annual revenue of \$1,873,270.
5. The increase recommended by the staff has been shown to be justified and the resulting rates are and for the future will be the just, reasonable, and nondiscriminatory minimum rates for the highway transportation of livestock governed by the provisions of MRT 3-A.

Conclusions

1. Petition 66 should be granted to the extent provided herein and MRT 3-A amended accordingly.
2. The effective date of this order should be the date hereof because there is an immediate need for the sought relief.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 3-A (Appendix A of Decision No. 55587, as amended) is further amended by incorporating therein, to become effective thirty-nine days after the date hereof, the supplement and revised pages contained in Appendix A attached hereto and by this reference made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 55587, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.
3. Tariff publications required to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and made effective thirty-nine days after the date hereof, on not less than five days' notice to the Commission and to the public; such tariff publications as are authorized shall be made effective not earlier than thirty-nine days after the date hereof, on not less than five days' notice to the Commission and to the public, and this authority shall expire unless exercised within sixty days after the effective date of this order.
4. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. In all other respects, Decision No. 55587, as amended, shall remain in full force and effect.

6. To the extent not granted herein Petition 66 is denied.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 7th day of FEBRUARY, 1978.

Robert Bateman
President
William Symons Jr.
Vernon L. Sturgeon
Robert C. Howell
Clare T. Deitch
Commissioners

APPENDIX A

LIST OF SUPPLEMENT AND REVISED
PAGES TO MINIMUM RATE TARIFF 3-A

SUPPLEMENT 13

TWELFTH	REVISED	PAGE	7
SIXTH	REVISED	PAGE	8
TWELFTH	REVISED	PAGE	9
TENTH	REVISED	PAGE	9-A
EIGHTH	REVISED	PAGE	10
NINTH	REVISED	PAGE	11
FIFTH	REVISED	PAGE	17-A
SEVENTEENTH	REVISED	PAGE	18
FIFTH	REVISED	PAGE	18-B
FIFTEENTH	REVISED	PAGE	19
SEVENTH	REVISED	PAGE	21

(END OF APPENDIX A)

SUPPLEMENT 13
(Cancels Supplement 12)
(Supplement 13 Contains All Changes)

TO
MINIMUM RATE TARIFF 3-A
NAMING
MINIMUM RATES AND RULES
FOR THE
TRANSPORTATION OF LIVESTOCK OVER THE
PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA
BY
RADIAL HIGHWAY COMMON CARRIERS
HIGHWAY CONTRACT CARRIERS
AND
LIVESTOCK CARRIERS

Decision No. **88490**

EFFECTIVE

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

SECTION 1--RULES (Continued)	ITEM																
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge shall be made for any accessorial or incidental service or delay which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, as follows:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;"><u>CHARGES IN CENTS</u></th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes or Fraction</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction</th> <th></th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper, or other employee, per man---</td> <td style="text-align: center;">810</td> <td style="text-align: center;">405</td> <td style="vertical-align: top;">0110</td> </tr> <tr> <td>(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----</td> <td style="text-align: center;">76</td> <td style="text-align: center;">38</td> <td></td> </tr> </tbody> </table>		<u>CHARGES IN CENTS</u>				For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction		(a) For driver, helper, or other employee, per man---	810	405	0110	(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	76	38		
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<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	115																
<p style="text-align: center;">SHEEP CAMP OUTFITS</p> <p>Rates named in this tariff for the transportation of sheep will also apply to sheep camp outfits, as described in Note 1, when said outfits accompany shipments of sheep. (See Exception)</p> <p>NOTE 1.--Sheep camp outfits include wagons, dogs, horses, mules, burros, camp equipment comprising tents, stoves, cooking utensils, cots, bedding, harness and other appurtenances in use at camp, but do not include hay, grain, feed, merchandise, groceries, clothing or trailer coaches for which rates are provided in Minimum Rate Tariff 18.</p> <p>EXCEPTION.--The provisions of this item will not apply in connection with shipments transported at any-quantity rates.</p>	120																
<p style="text-align: center;">REQUIREMENTS FOR PUBLIC WEIGHMASTER'S CERTIFICATE</p> <p>1. Shipments of livestock for which the carrier must obtain a public weighmaster's certificate:</p> <p>(a) For each shipment, other than those described in paragraph 2 hereof, the actual weight of the livestock shall be confirmed by a public weighmaster's certificate, which shall be obtained by the carrier prior to or at the time of unloading.</p> <p>(b) Every carrier who fails to obtain a public weighmaster's certificate on shipments consisting of more than 10 head of livestock shall make a notation on the freight bill stating the reasons for the carrier's failure to obtain the required certificate.</p> <p>2. Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate:</p> <p>(a) Shipments consisting of not more than 10 head of livestock.</p> <p>(b) When the weighing of a shipment on a public weighmaster's scales would require the carrier to traverse a route which is more than five constructive miles longer than the shortest distance between points of origin and destination as determined in accordance with the provisions of Item 80.</p> <p>(c) When no public weighmaster's scale or scales along the route of movement is open for weighing at the time the carrier arrives at the scale point or points.</p>	130																
<p>* Addition) Decision No. 88490 ◊ Increase)</p>																	
EFFECTIVE																	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																	

Correction

SECTION 1--RULES (Continued)	ITEM																																						
<p style="text-align: center;">DETERMINATION OF WEIGHTS AND CHARGES</p> <p>1. When the carrier obtains a public weighmaster's certificate, charges shall be based upon the weight of the livestock as confirmed by said certificate. The original and duplicate copy of the public weighmaster's certificate shall be attached to the debtor's and carrier's copy of the freight bill (see Item 130), respectively, and the carrier shall retain its copy of said certificate for a period of not less than three years from the date of issuance. (See Exception).</p> <p>2. When the carrier does not obtain a public weighmaster's certificate, charges shall be based upon the weights per animal specified in Item 150. (See Exception)</p> <p>EXCEPTION.--When rail rates are used under the provisions of Items 210 through 221 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	140																																						
ITEM CANCELLED.	145																																						
<p style="text-align: center;">PROVIDED WEIGHTS PER ANIMAL</p> <p>When carrier does not obtain a public weighmaster's certificate, the weights per animal specified herein shall be used as a basis for determining charges.</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Type of Animal</u></th> <th style="text-align: right;"><u>Pounds per Head</u></th> </tr> </thead> <tbody> <tr> <td colspan="2">Cattle:</td> </tr> <tr> <td>Bulls-----</td> <td style="text-align: right;">1200</td> </tr> <tr> <td>(1) Feeder Cattle (Except Cows)-----</td> <td style="text-align: right;">650</td> </tr> <tr> <td>Other Cattle-----</td> <td style="text-align: right;">900</td> </tr> <tr> <td>Calves-----</td> <td style="text-align: right;">300</td> </tr> <tr> <td colspan="2">Hogs or Swine:</td> </tr> <tr> <td>Sows or Boars-----</td> <td style="text-align: right;">350</td> </tr> <tr> <td>Stags-----</td> <td style="text-align: right;">450</td> </tr> <tr> <td>Butcher Pigs-----</td> <td style="text-align: right;">220</td> </tr> <tr> <td>Feeder Pigs-----</td> <td style="text-align: right;">80</td> </tr> <tr> <td>Other Hogs or Swine-----</td> <td style="text-align: right;">200</td> </tr> <tr> <td colspan="2">Sheep and Goats:</td> </tr> <tr> <td>(2) Lambs or Kids-----</td> <td style="text-align: right;">85</td> </tr> <tr> <td>(2) Ewes, Wethers or Rams (Bucks)-----</td> <td style="text-align: right;">120</td> </tr> <tr> <td>Goats-----</td> <td style="text-align: right;">120</td> </tr> <tr> <td></td> <td style="text-align: right;"><u>Pounds per Pair</u></td> </tr> <tr> <td>(2) Ewes and their Lambs (when shipped in pairs)-----</td> <td style="text-align: right;">170</td> </tr> <tr> <td colspan="2"> (1) Applies only on movements to pasture. (2) The provided weights per trip per single equipment unit or two units of equipment in combination will not exceed 40,000 pounds in connection with mixed shipments of Ewes and their Lambs. </td> </tr> </tbody> </table>	<u>Type of Animal</u>	<u>Pounds per Head</u>	Cattle:		Bulls-----	1200	(1) Feeder Cattle (Except Cows)-----	650	Other Cattle-----	900	Calves-----	300	Hogs or Swine:		Sows or Boars-----	350	Stags-----	450	Butcher Pigs-----	220	Feeder Pigs-----	80	Other Hogs or Swine-----	200	Sheep and Goats:		(2) Lambs or Kids-----	85	(2) Ewes, Wethers or Rams (Bucks)-----	120	Goats-----	120		<u>Pounds per Pair</u>	(2) Ewes and their Lambs (when shipped in pairs)-----	170	(1) Applies only on movements to pasture. (2) The provided weights per trip per single equipment unit or two units of equipment in combination will not exceed 40,000 pounds in connection with mixed shipments of Ewes and their Lambs.		150
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<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges accruing on a shipment based upon actual weight (or provided weight, whichever is applicable) exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment of livestock, deficiency between actual weight (or provided weight, whichever is applicable) of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated livestock in the shipment.</p>	160																																						
<p>Change, Decision No. 88490</p>																																							
EFFECTIVE																																							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																																							

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT PICKUP</p> <p>1. The charge for a split pickup shipment, as defined in Item 11, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of livestock for the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin (See Exception), plus an added charge of \$8.25 per component part.</p> <p>EXCEPTION.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p>(a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p> <p>(b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</p> <p>2. At the time of or prior to the first pickup, the carrier shall be furnished with shipping instructions, either manifest, written or oral, containing the name of each consignor, the points of origin and the kind and quantity of livestock in each component part. Oral shipping instructions must be confirmed in writing not later than 48 hours after tender of shipment.</p> <p>3. If split delivery is performed on a split pickup shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph 2 hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.</p>	0170
<p>o Increase) Δ Change, neither increase) Decision No. 88490 nor reduction)</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

Correction

MINIMUM RATE TABLE 7-A

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT DELIVERY</p> <p>1. The charge for a split delivery shipment, as defined in Item 11, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of livestock for the distance from point of origin to that point of destination which produces the shortest distance, via the other point or points of destination (See Exception), plus an added charge of \$8.25 per component part.</p> <p>EXCEPTION.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p>(a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p> <p>(b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</p> <p>2. At time of tender of shipment, carrier shall issue a single agreement for carriage for the composite shipment, and be furnished with delivery instructions, either manifest, written or oral, containing the name of each consignee, the points of destination and the kind and quantity of livestock in each component part. Oral delivery instructions must be confirmed in writing not later than 48 hours after tender of shipment.</p> <p>3. If split pickup is performed on a split delivery shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph 2 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p>	0180
<p style="text-align: center;">LIVESTOCK SERVICE SHIPMENT</p> <p>The rate for the transportation of a livestock service shipment shall be determined and applied as follows:</p> <p>(1) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via all points of origin and/or destination (See Exception).</p> <p>(2) In addition to the rate for transportation, an additional charge of \$8.25 shall be assessed for each component part; except that such additional charge shall not apply on any shipment involving only a single pickup and a single delivery.</p> <p>(3) For each livestock service shipment an agreement of carriage shall be issued; and the carrier shall be furnished with instructions showing the name of each consignee or consignor, the point(s) of origin and/or destination and the description of the kind and number of head of livestock in each component part of such shipment.</p> <p>EXCEPTION.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p>(a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p> <p>(b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</p>	0185
<p>◊ Increase, Decision No. 88490</p>	
<p>EFFECTIVE</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>Rates on mixed shipments of livestock shall be assessed in accordance with the following:</p> <p>1. When two or more types of livestock, for which different rates are named in this tariff, are shipped as a mixed shipment, separate weights will be obtained (See Items 130, 140 and 150) and charges shall be computed at the separate rates applicable to each type of livestock in straight shipments at the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item 160. In the event a lower charge results by considering such types of livestock as if they were divided into two or more separate shipments such lower charge shall apply. (See Note 1)</p> <p>NOTE 1.--If the actual weight of a mixed shipment has been confirmed by a public weighmaster's certificate for the entire mixed shipment only and not separately for each type of livestock contained therein, charges shall be based on the provided weight for each type of livestock included in the mixed shipment as follows:</p> <p>(a) When the total provided weight exceeds the total confirmed actual weight, the deficiency between the provided and the actual weights shall be computed at the lowest rate for any type of livestock included in the mixed shipment and the amount so determined shall be deducted from the charges resulting under the total provided weight of the shipment.</p> <p>(b) When the total provided weight is less than the total confirmed actual weight, the deficiency between the actual and the provided weights shall be computed at the lowest rate for any type of livestock included in the mixed shipment and the amount so determined shall be added to the charges resulting under the total provided weight of the shipment.</p> <p>2. When livestock for which rates are named in this tariff are included in a mixed shipment containing other livestock or commodities, the livestock subject to rates named in this tariff will be rated as a separate shipment.</p> <p>3. Dairy cattle included in mixed shipments with other kinds of livestock transported within or between the zones described in Items 310 and 311 shall be subject to the rates in cents per 100 pounds named in this tariff for cattle in straight shipments.</p>	190
<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>Except as otherwise provided in this rule, when a shipment or portion thereof is unloaded in transit for the purpose of weighing, sorting, feeding or for any other reason, the following additional charges shall be assessed: (See Note 1)</p> <p>\$11.60 per stop for "carrier's equipment with one loaded deck, \$15.85 per stop for "carrier's equipment with more than one loaded deck. When the stop exceeds one and one-half (1½) hours duration, additional charges as provided in Item 110 shall be assessed.</p> <p>NOTE 1.--No charge shall be made in connection with a stop-in-transit where the cause is attributable to the carrier nor shall any charge under this item be made for time when carrier's equipment is inactivated because of mechanical failure or when driver is off duty.</p>	0200
<p>* Addition) Decision No. 88490 ◊ Increase)</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Rates of common carriers by land may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Notes 1, 2 and 3)</p> <p>NOTE 1.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 3.--When a common carrier rate, which does not include the service of loading and/or unloading is applied under the provisions of this item and when loading and/or unloading services are provided in connection with the transportation services performed, the following additional charges shall be assessed:</p> <p style="margin-left: 40px;">Loading-----10 cents per 100 pounds Unloading-----10 cents per 100 pounds</p>	0210
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Items 220 and 221)</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with rates of common carriers by land for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to such team track or private railhead from which the common carrier rate used applies. (See Notes 1, 2 and 3)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from such team track or private railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)</p> <p style="text-align: center;">(Continued in Item 221)</p>	220
<p>◇ Increase, Decision No. 88490</p>	
<p>EFFECTIVE</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)							ITEM
CATTLE, viz.: Bulls, Calves, Cattle, Cows, Dairy Cattle, Heifers, Oxen and Steers.							
HOGS, viz.: Barrows, Boars, Butcher Hogs, Feeder Pigs, Gilts, Hogs, Pigs, Sows, Stags and Swine.							
MILES		RATES					
		Minimum Weight in Pounds					
Over	But Not Over	Any Quantity	10,000	30,000 (See Note 1 Item 275)	(3) 40,000 (See Note 2 Item 275)	(1) (2) (3) 44,000 (See Note 3 Item 275)	
0	3	31	21	17	13	12	
3	5	33	23	19	15	13	
5	10	35	24½	20	17	13½	
10	15	40	26	21½	18½	14½	
15	20	44	27½	23½	19½	16	
20	25	49	29½	25	21	17½	
25	30	53	31	27	22½	19	
30	35	56	34	28½	23½	20½	
35	40	60	37	30	25	21½	
40	45	63	39	31	26	23	
45	50	66	42	33	27½	24½	
50	60	73	48	36	30	27	
60	70	79	53	40	32	29½	
70	80	86	59	43	35	32	
80	90	91	64	46	38	34	0270
90	100	95	69	49	40	35	
100	110	99	75	52	43	37	
110	120	103	80	54	46	39	
120	130	107	85	57	49	41	
130	140	112	90	60	51	42	
140	150	116	95	63	54	44	
150	160	121	100	66	57	46	
160	170	125	105	70	59	49	
170	180	130	110	73	62	51	
180	190	134	115	76	64	53	
190	200	139	120	80	67	56	
200	220	149	130	86	72	61	
220	240	158	140	93	77	66	
240	260	167	149	100	83	70	
260	280	176	159	106	88	75	
280	300	186	170	113	93	80	
300	325	197	182	121	99	86	
325	350	209	194	130	106	92	
350	375	219	206	138	113	99	
375	400	229	218	147	120	105	

(Continued in Items 272 and 275)

◊ Increase, Decision No.

88490

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.

Correction

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)							ITEM
<p>CATTLE, viz.: Bulls, Calves, Cattle, Cows, Dairy Cattle, Heifers, Oxen and Steers.</p> <p>HOGS, viz.: Barrows, Boars, Butcher Hogs, Feeder Pigs, Gilts, Hogs, Pigs, Sows, Stags and Swine.</p>							
MILES		RATES					
		Minimum Weight in Pounds					
Over	But Not Over	Any Quantity	10,000	30,000 (See Note 1 Item 275)	(3) 40,000 (See Note 2 Item 275)	(1) (2) (3) 44,000 (See Note 3 Item 275)	
400	425	239	229	155	127	112	
425	450	249	241	163	134	118	
450	475	259	253	172	141	125	
475	500	269	265	180	148	131	
500	525	280	277	188	155	138	
525	550	291	288	197	162	144	
550	575	301	299	205	169	151	
575	600	311	310	213	176	157	0272
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		09	09	08	07	06	
<p>(1) Rates apply only:</p> <p>(a) To the transportation of cattle to packing houses or slaughter houses for slaughter, subject to the varying minimum weights per shipment as set forth in Note 3 of Item 275; and</p> <p>(b) When the actual weight of the shipment is confirmed by a public weighmaster's certificate.</p> <p>(2) Rates are not subject to the provisions of:</p> <p>(a) Item 130 (2), Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate;</p> <p>(b) Item 140 (2), Determination of weights and charges;</p> <p>(c) Item 150, Provided weights per animal;</p> <p>(d) Item 190, Mixed shipments; and do not apply to the transportation of cattle in mixed shipments with other livestock.</p> <p>(3) Rates subject to minimum weights of 40,000 or 44,000 pounds are also subject to the provisions of Item 290 (Livestock Volume Incentive Rates) and Item 295 (Livestock Volume Tender Rates).</p> <p>(Continued in Item 275)</p>							
<p>◊ Increase, except as noted) Decision No. 88490</p> <p>o No Change)</p>							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

SECTION 2—DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						ITEM
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits and Wethers.						
MILES		RATES				
		Minimum Weights in Pounds				
Over	But Not Over	Any Quantity	10,000	30,000 (See Note 1 Item 285)	(1) 40,000 (See Note 2 Item 285)	
0	3	31	26½	24	22	
3	5	33	27½	26	24	
5	10	35	29	28	26	
10	15	39	32	29	27½	
15	20	44	35	31	29	
20	25	48	37	32	30	
25	30	52	40	33	31	
30	35	55	43	35	32	
35	40	59	45	37	33	
40	45	62	48	38	34	
45	50	66	51	40	36	
50	60	72	56	43	39	
60	70	78	62	47	41	
70	80	83	67	50	44	
80	90	88	72	54	47	
90	100	93	78	57	50	0280
100	110	97	83	60	53	
110	120	100	89	64	57	
120	130	104	94	68	60	
130	140	108	100	71	63	
140	150	112	105	75	66	
150	160	116	110	79	69	
160	170	121	115	82	72	
170	180	126	119	86	75	
180	190	130	124	89	78	
190	200	135	129	93	82	
200	220	144	138	100	88	
220	240	153	148	107	94	
240	260	162	157	115	100	
260	280	171	166	122	106	
280	300	180	176	129	113	
300	325	191	188	138	120	
325	350	202	200	147	128	
350	375	213	211	156	136	
375	400	223	221	165	143	

(Continued in Items 282 and 285)

o Increase, Decision No.

88490

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						ITEM
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits and Wethers.						
MILES		RATES				0282
		Minimum Weights in Pounds				
Over	But Not Over	Any Quantity	10,000	30,000 (See Note 1 Item 285)	(1) 40,000 (See Note 2 Item 285)	
400	425	234	232	174	151	
425	450	245	243	183	158	
450	475	255	253	192	166	
475	500	266	264	201	173	
500	525	277	275	210	181	
525	550	287	285	219	188	
550	575	298	296	228	196	
575	600	308	306	237	203	
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		09	09	08	06	
(1) Rates subject to minimum weight of 40,000 pounds are also subject to the provisions of Item 290 (Livestock Volume Incentive Rates) and Item 295 (Livestock Volume Tender Rates).						
(Continued in Item 285)						
<input type="checkbox"/> Increase, except as noted <input type="checkbox"/> No change		Decision No. 88490				
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

SECTION 3--RATES (In Cents Per Head)										ITEM	
Dairy Cattle, as described in Item 10.											
BETWEEN AND		ZONES (See Items 310 and 311 for territorial zone descriptions.)									0300
ZONES	A	B	C	D	E	F	G	H	I		
A	155										
B	200	155									
C	370	280	155								
D	370	370	370	155							
E	280	280	280	200	155						
F	200	200	370	280	200	155					
G	280	370	560	370	370	280	155				
H	200	280	460	370	370	200	200	155			
I	200	280	460	460	370	280	280	200	155		
Rates are subject to a minimum charge of \$2.00 per shipment. Not subject to the provisions of Items 130, 140 and 150.											
◊ Increase, Decision No. 88490											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											